

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets (NPS Form 10-900a).**

1. Name of Property

Historic name Jocko River Bridge

Other names/site number South Creek Valley Bridge/24LA0215

2. Location

street & number Milepost 0.4 on Valley Creek Loop Road ☐ not for publication

city of town Arlee ☒ vicinity

State Montana code MT county Lake code 047 zip code 59821

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Signature of certifying official _____ Date _____

Title _____ State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby, certify that this property is:

Signature of the Keeper

Date of Action

 entered in the National Register _____

 determined eligible for the National Register _____

 determined not eligible for the National Register _____

 removed from the National Register _____

 other (explain:) _____

Jocko River Bridge
Name of Property

Lake County, MT
County and State

5. Classification

Ownership of Property (Check as many boxes as apply)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal
<input type="checkbox"/>	private

Category of Property (Check only **one** box)

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	building(s)
<input type="checkbox"/>	object

Number of Resources within Property (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		Objects
		buildings
1	0	Total

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing)

Montana's Historic Steel Truss Bridges

Number of contributing resources previously listed in the National Register

14

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular) =
Bridge

Current Functions

(Enter categories from instructions)

TRANSPORTATION/Road-related (vehicular) =
Bridge

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: Pin-Connected Pratt Through Truss Bridge

Materials

(Enter categories from instructions)

foundation: CONCRETE

walls:

roof:

other: STEEL, WOOD

Jocko River Bridge

Name of Property

Lake County, MT

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The property comprises the Jocko River Bridge, a single-span, pin-connected Pratt through truss structure and its associated abutments. Built in 1910 by Missoula, Montana contractor O. E. Peppard, the steel superstructure of the bridge has not been altered significantly since the 1980s when the guardrails were replaced by the Confederated Salish and Kootenai Tribes. The bridge is located in its original location and still carries local traffic across the river on a county road. The bridge is the standard type pin-connected Pratt through truss structure built in Montana from circa 1888 until 1915.

Narrative Description

The Jocko River Bridge is located in the lower Jocko valley of northwestern Montana. The bridge crosses the Jocko River about 5.5 miles northwest of the community of Arlee on the Flathead Indian Reservation in Lake County, Montana. The structure is located within an area that consists of Precambrian Belt sediments that formed about 600 million years ago. The Jocko River courses through a wide valley delineated by the Reservation Divide on the west and south, the Rattlesnake Mountains to the southeast and the Mission Mountains to the east. Both ranges are rugged and covered in conifers. The valley is low and grassy with numerous wetlands. The valley is now utilized primarily for livestock grazing and hay production. Residential development is also encroaching into the area because of the area's proximity to Missoula and Polson.¹

The Jocko River Bridge is a single-span, pin-connected Pratt through truss structure. It is 91 feet in length and 16 feet wide with a roadway width of 15 feet. The substructure consists of two simple concrete abutments. The upper chords of the span are paired channel sections connected by batten plates with continuous steel plates riveted to the upper chords. The lower chords are forged steel eyebars. Vertical posts are paired angle sections with batten plates while the diagonals are eyebars and eyebars with turnbuckles. The top struts are channel sections and the top lateral braces are eyebars. The portal struts are angle sections. The timber deck is supported by riveted steel I-beam floor beams and eight lines of steel I-beam stringers. Added support is provided by eyebar bottom lateral braces. The deck is flanked by wood curbs. Modern steel ribbon-type guardrails anchored by steel angle sections flank the deck.

Integrity

Other than the periodic replacement of the timber deck and the addition of the steel ribbon-type guardrails, there have been no substantial changes to the Jocko River Bridge since its construction in 1910. The bridge is a good example of a pin-connected Pratt through truss in Montana constructed by one of the state's most prolific bridge-builders, O. E. Peppard. All of the structural components and features common to the design are present on the bridge. The lower chords have been shortened and welded together. The bridge retains its distinctive truss configuration and the timber deck. The setting of the bridge has also not significantly changed. The surrounding area is still used for agricultural purposes and the Jocko River is still defined by willows and other riverine shrubs. The Jocko River Bridge retains all its essential elements of design, workmanship, and materials. It appears and functions as it did in 1910 as an important crossing of the river in western Montana.

¹ David Alt and Donald W. Hyndman, *Roadside Geology of Montana*, (Missoula: Mountain Press Publishing, 1991), 89-91.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Engineering

Transportation

Period of Significance

1910-1962

Significant Dates

1910

Significant Person

(Complete only if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

O. E. Peppard, Builder

Period of Significance (justification)

The Period of Significance encompasses the construction of the bridge in 1910 and its subsequent function as a component of Valley Creek Road in Lake County, Montana through the historic period. The bridge remains in use on Valley Creek Road.

Jocko River Bridge

Name of Property

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Criteria Considerations (explanation, if necessary)

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The Jocko River Bridge is eligible for listing in the National Register of Historic Places under Criteria A and C. The bridge is eligible under Criterion A because of its association with Missoula County's efforts to provide an extensive and modern infrastructure for its residents just before the Flathead Reservation was opened up for non-Indian homesteading.² In order to accomplish that goal, the county commissioners and voters approved the issuance of bonds to fund the program, participated in bridge pools, and, in the process, obtained a network of modern steel truss bridges that could best serve the goals desired by the commissioners. The Jocko River Bridge was just one component of the county's extensive transportation system. It is eligible for the National Register under Criterion C as an excellent example of an intact pin-connected Pratt pony through truss structure. Pin-connected Pratt trusses were commonly built by the counties throughout Montana from 1888 until 1915 because they best suited the needs placed on them by users, were inexpensive, and easy to construct. All of the features and structural components associated with this bridge type are intact and unchanged. There have been no alterations or other changes made to this structure since its construction in 1910. It is a representative example of the type of bridges designed and built by Montana's counties in the years before World War I.

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)

The Jocko River Bridge is eligible for listing in the National Register of Historic Places under Criterion A for its association with the development of Missoula County and the Flathead Reservation when the reservation was opened for non-Indian settlement. The bridge is characteristic of the state and county's "golden age" of bridge construction. The bridge is also representative of the method utilized by Montana counties to build substantial bridges between 1888 and 1915 and the County Commissioner Proceedings suggest that bridge pooling was actively conducted in the county during the first two decades of the twentieth century.

The Jocko River Bridge is also an excellent example of a pin-connected Pratt through truss structure. The design of the structure contains elements common to all pin-connected pony truss bridges built in Montana from about 1888 until 1915 when the State Highway Commission standardized bridge designs in Montana. These include paired eyebar lower chords, diagonals, and top and bottom lateral braces. The upper chords are also standard to pin-connected bridges built during this period. An unusual feature are the steel I-beam stringers (suggesting use on a well-traveled county road west of Arlee). There have not been any substantial modifications to the bridge (other than the addition of the steel ribbon-type guardrails in the 1990s). All of the original components of the bridge are intact and still functioning in their original capacity. The bridge is an excellent example of the type and is eligible for the National Register under Criterion C.

The bridge meets the registration requirements established in the *Montana's Historic Steel Truss Bridges Multiple Property Document*. Specifically, the Jocko River Bridge is associated with a county-sponsored and funded infrastructure program during a period of expansion. The bridge was one of several structures constructed by Missoula County in 1910 and one of two built on the Flathead Indian Reservation shortly after the allotment process opened surplus reservation land to non-Indian settlement. It is also associated with a fixed competitive bidding (pooling) process during the period 1892 to 1915. Three contractors submitted bids to Missoula County to construct the bridge in June 1910. The winning contractor, O.E. Peppard was not the low bidder for the structure, yet was awarded the contract to construct the bridge. A review of the other bridges constructed in the county in 1910 and from the 1900 to 1915 period shows that nearly all of the county bridges constructed during that time were built by Missoula contractor O.E. Peppard; strong evidence of the practice of bridge pooling in Missoula County in the early twentieth century. The bridge is also associated with broader road-building and improvement projects to provide good roads and bridges to the hundreds of non-Indian settlers on the Flathead Indian Reservation after 1908. The bridge can also be listed in the National Register of Historic Places because all of its original structural components are intact. The only change to the structure is the addition of the steel ribbon-type guardrails sometime in the 1980s. The addition of the guardrails, however, do not significantly detract from the overall integrity of the bridge.

² The bridge was constructed under the auspices of Missoula County in 1910. Lake County was not formed until 1923.

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Engineering Significance

The Jocko River Bridge is an excellent example of a simple pin-connected Pratt through truss structure. From 1888 to 1915, pin-connections were standard to steel truss bridges built in Montana. The pin connections streamlined the fabrication process for eastern bridge manufacturers and simplified the erection process on-site. The bridge arrived at the construction site as, essentially, a very large steel model kit that had already been manufactured to conditions of the crossing site. Indeed, the majority of the construction time for these types of bridges involved the construction of the concrete foundation and not the actual erection of the structural steel. The construction of this type of bridge followed a specific pattern: the counties awarded a contract to one of the myriad private bridge companies operating in Montana during the late 19th and early 20th centuries. The company, in turn, ordered a steel bridge to the county's specifications from one of the steel bridge manufacturing companies. That company fabricated the bridge to the correct specifications, assembled it in the factory, disassembled it, and shipped it to the bridge site where it was erected by the bridge firm for the county. The pin-connections facilitated this process and made the construction of substantial steel bridges a common and relatively inexpensive action for the Montana counties before 1915. Beginning in 1915, the process was changed to include the state oversight of the bidding process and bridges were riveted structures designed by the state highway department. The Jocko River Bridge is representative of the process between 1888 and 1915.

Developmental history/additional historic context information (if appropriate)

The Jocko River Bridge is located in the Jocko River Valley, the homeland of the Salish, Pend d'Oreille (Kalispel), and the Kootenai people.

Although European trappers had been visiting the Jocko Valley since at least 1807, when North West Company surveyor David Thompson explored and mapped the valley. The company directed Thompson to extend the company's trade west of the Rocky Mountains. Consequently, In 1812, he spent time at a Salish camp near the mouth of the Jocko Valley in February of that year. He then explored the Missoula and Mission valleys and left the first written description of Flathead Lake. Thompson established a trading post on the Clark Fork River, Saleesh House, near Thompson Falls. The trading post established a European presence among the Salish, Pend d'Oreille, and Kootenai Indians that had a profound impact on the tribes.³

For a time, Thompson was assisted by Jacques "Jocko" Finlay, who later gave his name to the valley and river. By the second decade of the nineteenth century, however, Finlay worked as a free trapper in the valley and was outfitted by the Hudson Bay Company (HBC). With the merger of the North West and Hudson Bay companies in 1821, the HBC dominated the trade with the Indian tribes in northwestern Montana to the exclusion of the Americans on the east side of the Continental Divide. In 1846, HBC factor Neil McArthur began construction of a trading post on Post Creek in the Jocko Valley about twenty miles north of the bridge. It was the last HBC post constructed within the boundaries of the United States. McArthur left the valley before the post was completed and was replaced by Angus McDonald, who completed the construction of Fort Connah in 1847. The post, along with the St. Ignatius Mission, provided a strong European presence in the valley.⁴

In 1854, Jesuit priests, lead by Father Adrian Hoecken, established a mission on Sabine Creek approximately ten miles north of the bridge. The mission was strategically located at a popular Indian gathering spot in the Jocko Valley. In addition to providing spiritual instruction to the tribes, the Jesuits also farmed the fertile soil in the vicinity of the mission

³ Merrill G. Burlingame, *The Montana Frontier*, (Helena: Independent Publishing, 1942), 14-16; James McClellan Hamilton, *History of Montana: From Wilderness to Statehood*, (Portland, OR: Binfords & Mort, 1957), 61; Michael P. Malone, Richard B. Roeder, and William L. Lang, *Montana: A History of Two Centuries*, rev ed (Seattle: University of Washington Press, 1991), 42, 44, 46; Jack Nisbet, *Sources of the River: Tracking David Thompson Across Western North America*, (Seattle: Sasquatch Books, 1994), 233-34, 236; *Water Resources Survey: Lake County, Montana*, (Helena: State Engineer's Office, 1963), 9.

⁴ The HBC closed Fort Connah in 1871. One building (24LA0057) remains standing on the site and was listed in the National Register of Historic Places in 1982. Burlingame, *The Montana Frontier*, 15; Nisbet, *Sources of the River*, 154; John Fahey, *The Flathead Indians*, (Norman: University of Oklahoma Press, 1974), 30, 95; Malone, et al., 45; Don Spritzer, *Roadside History of Montana*, (Missoula: Mountain Press Publishing, 1999), 168; *Water Resources Survey: Lake County, Montana*. (Helena: State Engineer's Office, 1963), 9-10, 40.

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and dug the first ditches in northwestern Montana to irrigate their crops. The priests were joined by four nuns from the Sisters of Charity order in Montreal in 1864. The nuns established a boarding school near the mission.⁵

The Flathead Indian Reservation

In 1853, Congress ordered surveys for potential routes of a transcontinental railroad. President Franklin Pierce placed Washington territorial governor Isaac Stevens in charge of the survey for a route across the northern Great Plains and Rocky Mountains. Assisted by Lieutenant John Mullan and several others, Stevens actively sought to develop treaties with the local Indian tribes to facilitate the survey and the construction of the railroad should it come some time in the future. In July 1855, Stevens negotiated a treaty with the Salish, Pend d'Oreille, and Kootenai people at Council Grove west of the present site of Missoula. The Hellgate Treaty allowed the construction of a railroad and roads through northwestern Montana and established the Jocko Reservation in the Mission and Jocko valleys below Flathead Lake. Many Salish, though, preferred to remain in Bitterroot Valley and refused to move to the new reservation. Stevens, therefore, included a provision in the treaty that allowed the Salish to stay in the Bitterroot until the President determined whether the Indians would be removed or allowed to stay in the valley. Within just a few years, however, increased pressure from settlers forced President Ulysses Grant to make a decision based on fraudulent information.⁶

Stevens believed the Jocko Valley the best place for the tribes to live. It was relatively isolated from Euro-American activity and it afforded:

The best pasturage in the valley and upon the encircling hills is twenty square miles of arable land of good quality and thirty square miles of grazing lands . . . This ronde has the reputation of being the warmest valley in all of the higher ranges of the Rocky Mountains, and is a good locality for agency buildings and desirable for pasturage, tillage, and beauty of landscape.

Despite Stevens' best efforts, Congress delayed ratifying the treaty. In anticipation of it, though, Congress appointed Dr. Richard Lansdale as the first agent of the new Jocko Reservation. He built the agency near the mouth of the Jocko River near present Dixon in 1856. Congress, however, did not immediately ratify the treaty and failed to provide any funds for its establishment. Consequently, the agency closed only a year after it had been established in 1857. Indeed, it was not until 1859 that Congress ratified the treaty. With the ratification of the Hellgate Treaty, it appointed a new agent, Major John Owen, who built a new agency several miles southeast of Arlee.⁷

Meanwhile, the Bitterroot Salish were coming under increasing pressure from Euro-American settlers in the Bitterroot Valley, who began flocking there in the wake of gold discoveries in southwestern Montana. As pressures mounted, the federal government attempted to relocate the Salish to the Jocko Valley. Chief Charlot refused to move. By October 1873, though, Chief Arlee had moved his band to the Jocko Reservation. Unfortunately, future US president James A. Garfield forged Charlot's signature on a treaty document, providing the federal government the opportunity to forcibly relocate Charlot and his people to the Jocko Valley in 1891. The relocation, moreover, coincided with the construction of the Northern Pacific Railroad's main line through a portion of the reservation.⁸

Like Fort Connah and the St. Ignatius Mission, the railroad would have a profound effect to the tribes living on the Jocko Reservation. The railroad deposited stations behind it as it moved across the reservation, including a small depot at a popular tribal gathering place. Called Arlee, the depot and adjacent settlement drew Indian and non-Indian residents to the

⁵ Burlingame, *The Montana Frontier*, 297; Don Spritzer, *Roadside History of Montana*, (Missoula: Mountain Press Publishing, 1999), 168-69; Michael P. Malone and Richard B. Roeder, "1876 on the Reservation: The Indian 'Question,'" *Montana the Magazine of Western History*, xxv: 4 (Autumn 1975), 53.

⁶ Hamilton, *History of Montana*, 196, 345; Burlingame, *The Montana Frontier*, 34-36; Robert Bigart and Clarence Woodcock, eds., *In the Name of the Salish and Kootenai Nation: The 1855 Hell Gate Treaty and the Origin of the Flathead Indian Reservation*, (Pablo: Salish Kootenai College Press, 1996), 1, 9-16; Hellgate Treaty of 1855 at www.CSKT.org; www.lakecodirect.com.

⁷ Olga Weydemeyer Johnson, *Flathead and Kootenay: The River, the Tribes, and the Region's Traders*, Northwest Historical Series IX, (Glendale, CA: The Arthur H. Clark Company, 1969), 301-302; John Fahey, *The Flathead Indians*, (Norman: University of Oklahoma Press, 1974), 99; *Montana Place Names From Alzada to Zortman: A Montana Historical Society Guide*, (Helena: Montana Historical Society Press, 2009), 85; *Water Resources Survey*, 10; Spritzer, *Roadside History of Montana*, 164.

⁸ Malone et al, *Montana*, 121-22; Hamilton, *History of Montana*, 198-201; Johnson, *Flathead and Kootenay*, 337; Burlingame, *The Montana Frontier*, 186-89; Michael Harrison, "Chief Charlot's Battle With the Bureaucracy," *Montana The Magazine of Western History*, 10: 4 (Autumn 1960), 27-33.

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tiny village. Most important, the railroad ended the relative isolation of the Jocko Valley. That, coupled with federal legislation in regards to the Indian reservations and the increased population in the Missoula Valley drew the envious eyes of real estate developers in the valley.

Among the many unfortunate provisions of the Dawes Act of 1887 was one that allotted land within the reservations to tribal members – usually 160 acres to heads of families with lesser amounts granted to dependents and unmarried individuals. The allotments was an attempt by the federal government to force the Indians to assimilate into the dominant society by making them farmers. The act also specified that any surplus land left over after the allotment process had been completed would then be opened to non-Indian ownership. Advocates of the plan believed that with the Indians sandwiched between white farmers, they would be forced to assimilate. The Dawes Act would have a deep and lasting impact not only to the Flathead Indian Reservation, but to other reservations across the American West.⁹

In 1904, Congress authorized the General Land Office survey of the Flathead Indian Reservation in anticipation of the allotment of the reservation. The allotment process was completed by 1908. Of the 1,403,058 acres that comprised the reservation, 227,113 acres were allotted to individual Indians with 255,000 acres held in common by the tribes for grazing purposes. That left approximately 500,000 acres declared surplus by the government.¹⁰

Bowing to pressure from Montana governor Joseph Dixon and Missoula real estate developers, such as former Flathead Reservation agent W. H. Smead, President William Howard Taft proclaimed that the reservation would be thrown open for non-Indian settlement in 1909. Three thousand people applied for the right to purchase the surplus acreage. Prior to that, the government classified and appraised the available land. Potential owners had to pre-register with the government, provide a two-thirds down payment for the land with the balance to be paid in five equal installments. By 1910, most of the surplus land had been acquired on the reservation by non-Indians. The process impoverished the tribes and made them the minority on their own reservation. While Congress had been unwilling to invest much in the reservation before the sales, it was quick to appropriate money for the development of an irrigation project in 1909 and grant the Northern Pacific Railroad permission to construct a branch line to Polson in 1918. Missoula County also invested a considerable amount of its resources in developing the reservation for the benefit of its new tax paying residents by building roads and bridges to facilitate the movement of agricultural products to the reservation's railroad stations. The tribes living on the reservation were struck by a perfect storm that continues to significantly impact tribal members today.¹¹

Conditions improved somewhat during the grim years of the Great Depression. Unlike other Montana reservations, the Flathead Indian Reservation was uniquely situated and enjoyed the benefits of fertile soil, good irrigation systems, and popular tourist destinations, the National Bison Range near Arlee and Flathead Lake. The Indian Reorganization Act of 1934 also had a profound impact to the tribes. Under its auspices, the tribes developed a constitution government and formed the Confederated Salish & Kootenai Tribes (CSKT) to administer it. One benefit of the establishment of the CSKT government was the purchase of reservation land lost during the sale of surplus lands in 1910. By 2010, the CSKT had acquired ownership of approximately seventy percent of land within the reservation boundaries.¹²

The Jocko River Bridge

The General Land Office conducted its survey of Township 17 North, Range 20 West in December 1904. The survey for Section 21 shows the road between Missoula and Plains grazing the northeast corner of the section. There was no road or bridge on the current alignment of South Valley Loop Road in 1904. A county road traversed the west half of the section. There was some development in the vicinity of the future site of the bridge, including Alex Purier's barn and Mary

⁹ Malone, et al, *Montana*, 144.

¹⁰ Kryss Holmes, *Montana: Stories of the Land*, (Helena: Montana Historical Society Press, 2008), 221; Spritzer, *Roadside History of Montana*, 164; *Water Resources Survey*, 11; *Montana Place Names*, 85; Federal Writers' Project, *Montana: A State Guide Book*, (Helena: Montana Department of Agriculture, Labor and Industry, 1939), 297; J. F. McAlear, *The Fabulous Flathead: The Story of the Development of Montana's Flathead Indian Reservation*, (Polson: Treasure State Publishing Co., 1962), 83.

¹¹ W. H. Smead, *Land of the Flatheads*, (St. Paul, Minn: Pioneer Press MFG, 1905), 3, 73-74, Fahey, *Flathead Indians*, 264; Spritzer, *Roadside History of Montana*, 164; *Water Resources Survey*, 11; Holmes, *Stories of the Land*, 221-22, 304; Louis Tuck Renz, *The History of the Northern Pacific Railroad*, (Fairfield, WA: Ye Galleon Press, 1980), 235; McAlear, *The Fabulous Flathead*, 84; Charles W. Draper, comp., *Flathead Indian Reservation: Acts Relating to the Flathead Indian Reservation in the State of Montana; Providing for the Opening of the Same to Settlement, the Construction of Irrigating Systems, and the Disposal of the Timberland*, (Washington DC: Government Printing Office, 1914), 7-8, 10-12, 25-26).

¹² Federal Writers' Project. *Montana: A State Guide Book*, 299; *Montana Place Names*, 85; Holmes, *Montana*, 222; C. C. Wright, "General Information About the Flathead Indian Reservation in Western Montana," (Mimeographed manuscript, 1946), 2, 3, 6.

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Supos cabin. It is likely Missoula County constructed the road and bridge to provide a connection between the main road to Plains and the network of county roads to the west to serve the non-Indian homesteaders who arrived in the area beginning in 1910.¹³

The 100 acres encompassing the Jocko River Bridge was allotted to Catherine Red Horn in 1904 and she received title to the property in October 1908. Nineteen years later, in April 1927, Reuben H. Schall obtained ownership of Red Horn's allotment. Born about 1869, Schall had come to Montana by 1914. He purchased 160 acres from a Salish allottee in June 1914 a couple miles north of the bridge. Known locally as "Reube," he operated a sheep ranch from his original homestead located in this area of the Jocko Valley until his death in 1941. At the time of his death, he owned several thousand acres in the valley. The Salish called the area surrounding the bridge Nululmeys (metal teeth) in reference to Reuben Schall valley.¹⁴

On June 6, 1910, the County Commissioners directed County Clerk F. W. Kuphal to advertise for the construction of three bridges in Missoula County. Two of the structures crossed the Jocko River in the vicinity of Arlee and the third the Big Blackfoot River near Bonner. The "Notice to Bridge Contractors" that appeared in the county commissioner's journal advertised for a 90-foot structure that would contain structural components comprised of Oregon Fir, except for the guardrails. The commissioners stated that bids would be received by June 13th and opened the following day.¹⁵

On the appointed date, the county commissioners opened bids from three contractors: the Brunell Bridge & Construction Company, J. F. Harrington of Missoula, and the venerable O. E. Peppard Company also of Missoula. Bids ran from a low of \$2,444 submitted by Harrington to a high of \$2,850 by Burnell. Peppard's bid for the 90-foot structure was \$2,750. Although the Missoula contractor didn't submit the lowest bid, the county awarded the firm the contract. Indeed, Peppard got the contract for all three bridges advertised by the county commissioners on June 6th. Further, the company received all the county bridge contracts in Missoula County in 1910.¹⁶

The process recorded in the county commissioner meeting minute books strongly indicates "pooling," a process by which the county commissioners colluded with the bridge contracting companies to ensure that work was shared by all the bridge contractors in a specific area with specific counties. Although patently illegal, the practice was widespread from the 1890s until the second decade of the twentieth century. Critics claimed that in areas where pooling was widespread, county governments may have overpaid contractors for products that weren't always up to the best engineering practices of the time. While there is no evidence for this in regards to the O.E. Peppard Company and others active in Montana at the time, it prevented a competitive bidding process that would have better suited limited county finances. The best evidence that bridge pooling occurred in Montana is best demonstrated by the fact that Peppard was the most prolific bridge builder in the state before 1915.¹⁷

It is not known when Peppard completed construction of the Jocko River Bridge. In March 1911, however, the county commissioner records show that Peppard was paid \$6,053 for the construction of the three bridges in 1910. The bridge became the property of Lake County when it formed in 1923. The bridge likely came under the jurisdiction of the Confederated Salish and Kootenai Tribes government after the creation of its government in 1934.¹⁸

O. E. Peppard

Obert E. Peppard was one of the most prolific of the Montana-based private bridge contractors operating in the state in the late 19th and early 20th centuries. Born in Lansing, Michigan in December, 1855, Peppard was the son of a bridge builder. In the 1870s, the family relocated to Red Field, Iowa, where Obert learned the trade from his father. In 1881, he set out for

¹³ General Land Office Survey Map, December 15, 1906.

¹⁴ Montana Land Tract Books; US Census Records 1900-1930; Cornelia Francis, comp., *History of the Jocko Valley Road Names*, (St. Ignatius: Mission Valley News, 1977), 48-49; Virginia Gifford Olson. *From the Hills on the East to the Mountains in West: A Narrative of the Early Days of Valley Creek and the Lower Clark Fork Valley*, (The Author, 1983), 6-7; Thompson Smith, Salish Culture Committee, to Jon Axline, 6 March 2012.

¹⁵ County Commissioners Journal: Missoula County, Book I, p. 368 (6 June 1910); "County Commission," *The Daily Missoulian*, 7 June 1910.

¹⁶ County Commissioners Journal, pp. 370-71 (13 and 14 June 1910).

¹⁷ Jon Axline, *Conveniences Sorely Needed: Montana's Historic Highway Bridges, 1860-1956*, (Helena: Montana Historical Society Press, 2005), 31, 34.

¹⁸ County Commissioners book, p. 483 (6 March 1911).

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Alaska, working his way across the country at a variety of construction jobs. By 1882, he was the supervisor of bridges and buildings for the Northern Pacific Railroad's Missoula Division in Montana. During his tenure with the railroad, Peppard oversaw the construction of several bridges on the railroad's Philipsburg and Bitterroot branch lines.¹⁹

By 1889, however, Peppard decided to go into the bridge business for himself. That year, he obtained contracts from Powell County to construct two bridges across the Clark Fork River at Gold Creek and Deer Lodge (both bridges had been demolished by 1982). Over the next three decades, Peppard built bridges in western Montana, including the first Higgins Avenue Bridge in Missoula about 1892 and nearly every vehicular bridge across the Bitterroot and Blackfoot rivers. Between 1907 and 1917, when he closed his bridge-building business, Peppard built at least 28 bridges in the Treasure State.²⁰

Increasingly strict quality and economic controls by the Montana State Highway Commission and a downturn in the economy of many of the eastern Montana counties where he was most active, compelled Peppard to close his bridge-building business in 1917. Instead, he and his son went into the farm implement business and opened stores in Missoula and Spokane, Washington. Unfortunately, in 1920, Montana and much of the West was struck by a severe economic depression that resulted in the abandonment of 20% of Montana's 55,000 farms. Peppard subsequently closed his farm implement business and lived for the rest of his life on the income derived from his apartment building property in Missoula. When Obert E. Peppard died on September 25, 1929, the *Daily Missoulian* praised him as "one of the best known bridge builders and contractors of western Montana."²¹

9. Major Bibliographical References

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¹⁹ Fredric Quivik, *Historic Bridges in Montana*, (Washington DC: National Park Service, 1982), 39, 41; "O.E. Peppard Passes After a Short Illness," *The Daily Missoulian*, September 26, 1929.

²⁰ Quivik, *Historic Bridges*, 39, 41; "O. E. Peppard Passes."

²¹ Quivik, *Historic Bridges*, 39, 41; "O.E. Peppard Passes;" Michael P. Malone, Richard B. Roeder, and William L. Lang, *Montana: A History of Two Centuries*, Rev. ed. (Seattle: University of Washington Press, 1991), 281, 283.

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Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67 has been requested)
☐ previously listed in the National Register
☒ previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey # _____
recorded by Historic American Engineering Record # _____

Primary location of additional data:

☐ State Historic Preservation Office
☒ Other State agency
☐ Federal agency
☐ Local government
☐ University
☒ Other
Name of repository: Lake County & MT Dept. of Transportation

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 1.0
(do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>11</u> Zone	<u>716355</u> Easting	<u>5233264</u> Northing	3	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing
2	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing	4	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing

Verbal Boundary Description (describe the boundaries of the property)

The boundary for the Jocko River Bridge is a rectangle 91 x 20 feet. The rectangle encompasses the bridge and its approaches on both sides of the Jocko River. The boundary is centered on the bridge. The bridge is located in the NE¼ NE¼ SE¼ of Section 21, T17N, R20W.

Boundary Justification (explain why the boundaries were selected)

Boundaries for the Jocko River Bridge are drawn to encompass the single span of the bridge, its immediate approaches and that portion of the Jocko River spanned by the bridge. The width is increased beyond the measurements of the structure to include the abutments

11. Form Prepared By

name/title Jon Axline/Historian
organization _____ date March 16, 2012
street & number 448 Parriman Street telephone (406) 442-3959
city or town Helena state MT zip code 59602
e-mail talosian@aol.com

Jocko River Bridge
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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

(See Continuation Sheets)

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name Confederated Salish & Kootenai Tribes
street & number PO Box 278 telephone 406-676-2600
city or town Pablo state MT zip code 59855

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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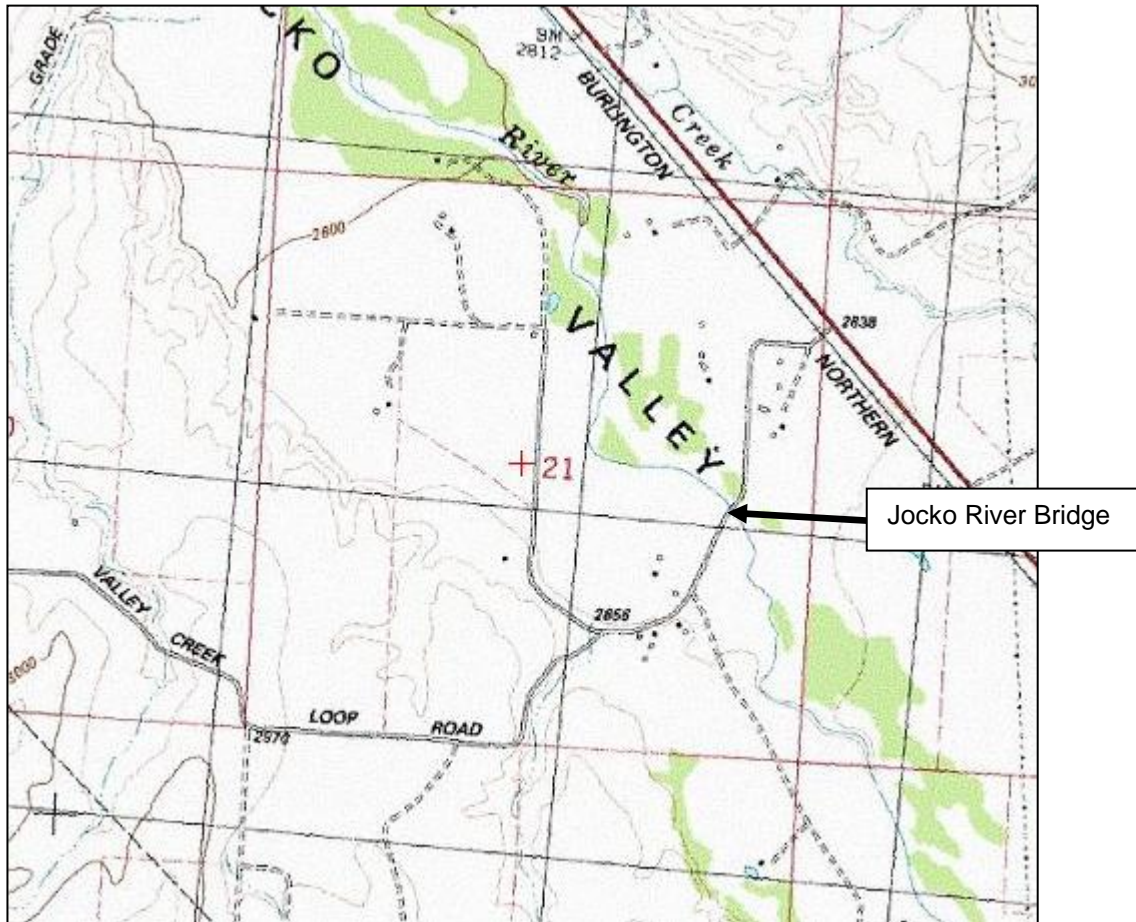
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Saddle Mountain, Montana USGS Quadrangle map, 1987

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Section number Photographs Page 15

Name: Jocko River Bridge
County and State: Lake County, Montana
Photographer: XXXXXX
Date of Photograph: 2011
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Southwest portal. View to the northeast
Photograph: 0001

Name: Jocko River Bridge
County and State: Lake County, Montana
Photographer: XXXXXX
Date of Photograph: 2011
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: West elevation. View to the northeast
Photograph: 0002

Name: Jocko River Bridge
County and State: Lake County, Montana
Photographer: XXXXXX
Date of Photograph: 2011
Location of original negative: Montana Department of Transportation. Helena, Montana.
Description and view of camera: Northeast portal. View to the southwest
Photograph: 0003

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National Park Service

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Jocko River Bridge

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Photo 0001. Jocko River Bridge. Southwest portal. View to the northeast.

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Photo 0002. Jocko River Bridge. Northwest elevation. View to southeast

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Photo 0003. Jocko River Bridge. Northeast portal. View to southwest